BL. BLYTHE AIRPORT

BL.1 Compatibility Map Delineation

1.1 *Airport Master Plan Status:* The *Compatibility Plan* for Blythe Airport is based upon the *Airport Master Plan* adopted by the Riverside County Board of Supervisors in 2001.

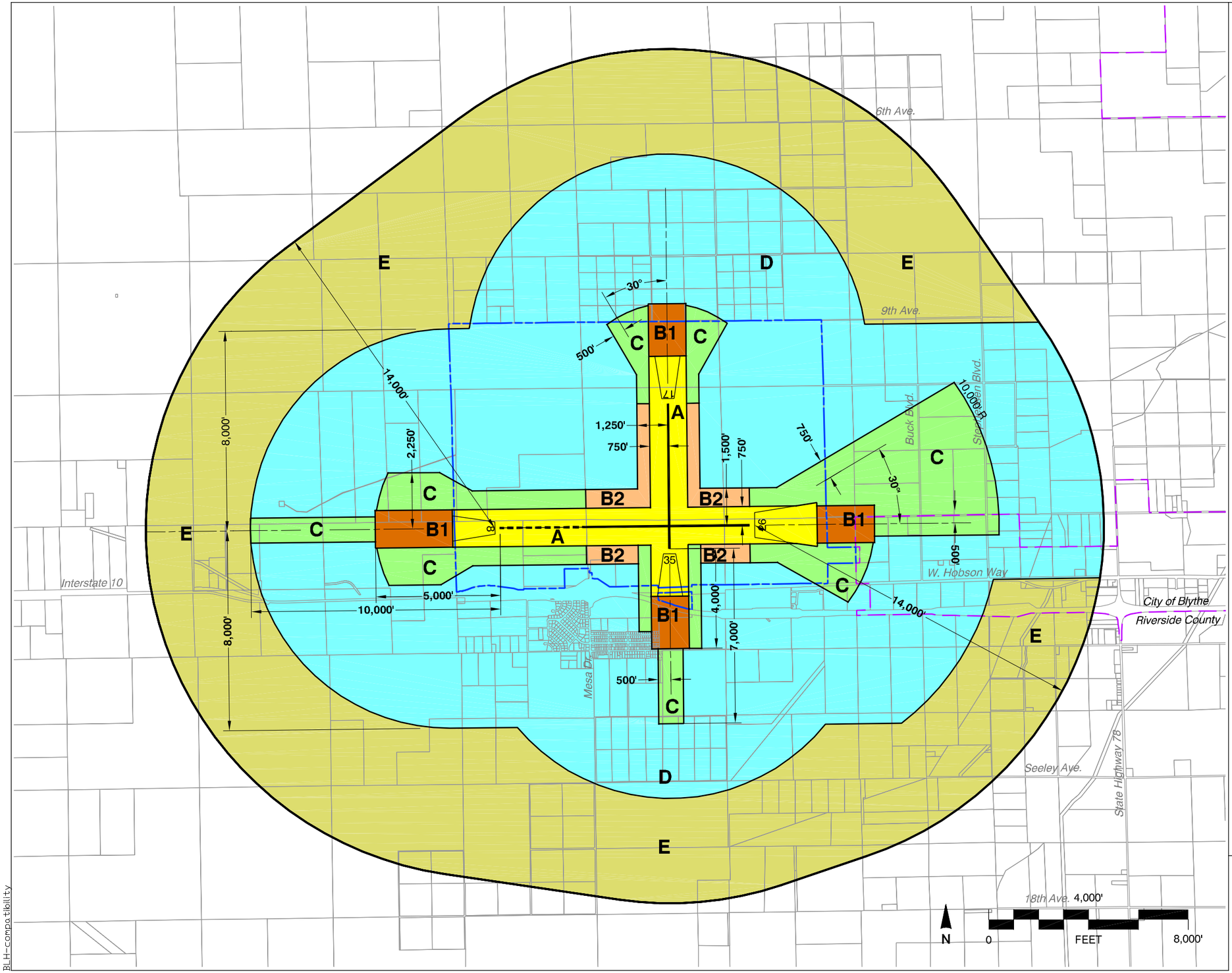
1.2 *Airfield Configuration:* The *Airport Master Plan* proposes extension of Runway 8-26 3,450 feet westward to a total length of 10,012 feet. No improvements to instrument approach capabilities are planned. These features are reflected in the *Compatibility Plan*.

1.3 *Airport Activity:* The *Compatibility Plan* assumes a long-range future activity level of 58,100 annual aircraft operations, including up to 2,200 airline aircraft operations. Total operations in 2003 are less than half of this number and there is no airline service. The long-range numbers are consistent with the *Master Plan* forecast. The *Master Plan* also describes a theoretical "ultimate" airport activity level that includes a large volume of large jet transport aircraft operations. Because the *Master Plan* does not contain recommendations, beyond extension of the runway, that would help generate activity of this magnitude, the "ultimate" activity level has not been explicitly reflected in preparation of the Compatibility Map for Blythe Airport.

1.4 *Airport Influence Area:* The airport influence area boundary is defined by the outer edge of the FAR Part 77 conical surface.

BL.2 Additional Compatibility Policies

2.1 None.



Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

Boundary Lines

- Airport Property Line
- City Limits

Note

Airport influence boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

See Chapter 2, Table 2A for compatibility criteria associated with this map.

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

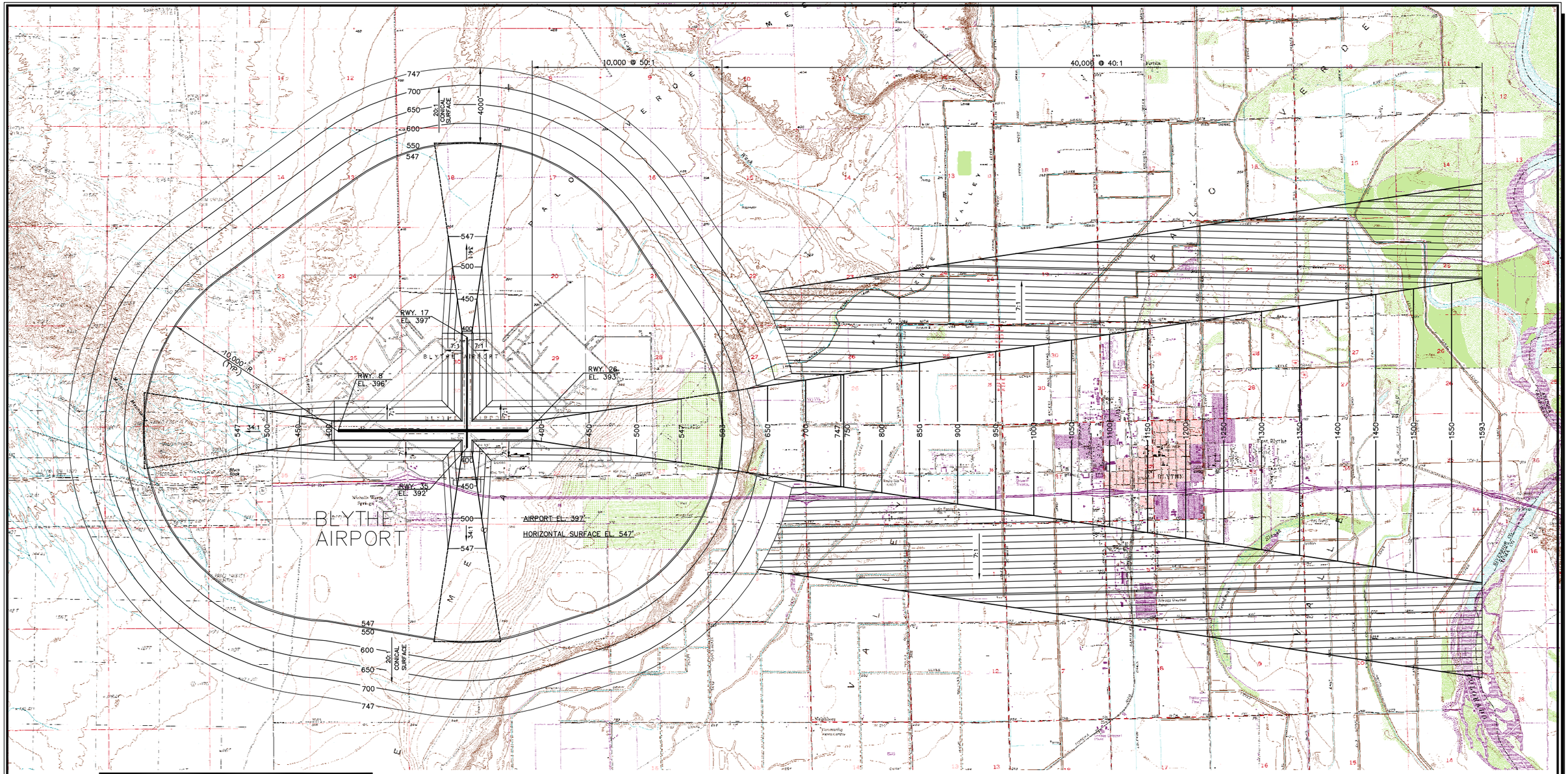
(Adopted October 2004)

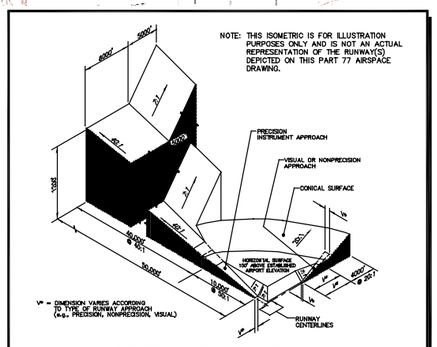
Map BL-1

Compatibility Map

Blythe AIrport

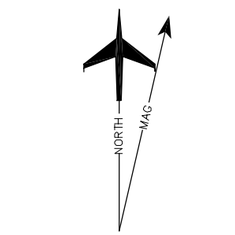
BLH-compatibility





ISOMETRIC VIEW OF SECTION
THRU CENTERLINE OF RUNWAYS
N.T.S.

OBSTRUCTION TABLE					
Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
NO OBSTRUCTIONS NOTED WITHIN ANY PART 77 AIRSPACE SURFACE					



MAGNETIC VARIANCE 13°4'E (JULY 2000)
ANNUAL RATE OF CHANGE 0.39' WEST

0 2400 4800 7200
SCALE IN FEET

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
2. Depiction of features and objects within the primary, transitional, and horizontal Part 77 surfaces, is illustrated on the PART 77 AIRSPACE PLAN, sheet 04 of these plans.
3. Depiction of features and objects within the outer portion of the approach surfaces, is illustrated on the APPROACH ZONES PROFILES, sheet 5, 6, and 7 of these plans.
4. Depiction of features and objects within the inner portion of the approach surfaces, is illustrated on the PROTECTION ZONES PLAN, sheet 5, 6, and 7 of these plans.
5. Existing and future height and hazard ordinances are to be amended and/or referenced upon approval of updated PART 77 AIRSPACE PLAN.

Adopted by ALUC
October 2004

No.	REVISIONS	DATE	BY	APP'D
2	REVALIDATION	9/15/97	–	–
1	FAA ALP APPROVED	8/22/88	–	–

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

BLYTHE AIRPORT

PART 77 AIRSPACE PLAN

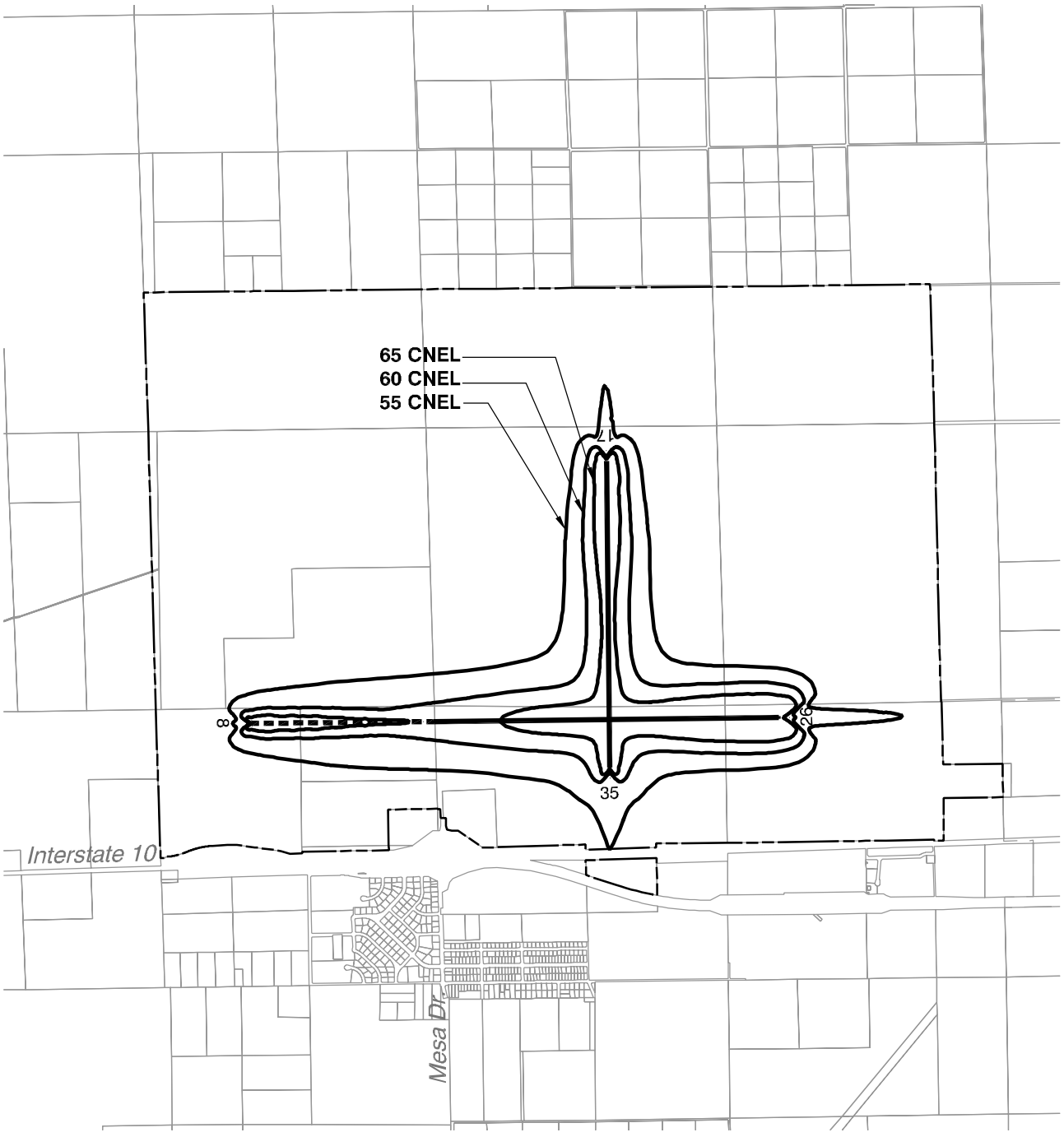
BLYTHE, CALIFORNIA

PLANNED BY: James M. Harris P.E.
DETAILED BY: Maggie Rogers
APPROVED BY: James M. Harris, P.E.

September 13, 2000 | SHEET 4 OF 9

Airport Consultants

Map BL-2



2020	
Annual Operations	58,100
Average Annual Day	159

N

0 3,000' 6,000' FEET

Source: Coffman Associates (December 2002)

BLH–noise–compatibility

Map BL-3

Noise Compatibility Contours

Blythe Airport

E3

Background Data: Blythe Airport and Environs

INTRODUCTION

Blythe Airport provides general aviation access to the Colorado River region of southeastern California and western Arizona. The airport has had limited commercial airline service in the past and potentially could again in the future. As of 2003, total annual aircraft operations equal about 25,000. For long-range compatibility planning purposes, this number is assumed to potentially reach 58,000, including some airline operations.

Owned by Riverside County and leased to the City of Blythe, the airport covers more than 3,900 mostly undeveloped acres. It features two intersecting runways. The primary runway, currently 6,562 feet long, is proposed in the 2001 *Airport Master Plan* to be extended to 10,012 feet.

Current and proposed airport features are described and illustrated in Exhibits BL–1 and BL–2. Current and future airport activity data is summarized in Exhibit BL–3. Associated current and long-range noise contours are included in Exhibits BL–4 and 5. A third set of noise contours is presented in Exhibit BL–6. These contours—originally depicted in the 2001 *Airport Master Plan*—reflect a theoretical "ultimate" level of airport activity, including a large volume of large jet transport aircraft operations. The "ultimate" contours are shown here for informational purposes—they were not explicitly considered in creation of the Blythe Airport compatibility zones. Exhibit BL–7 depicts the long-range (Exhibit BL–5) contours, together with flight track locations, risk data, and other factors that were used to determine the compatibility zone boundaries.

Much of the airport environs consist of unpopulated desert. The center of Blythe lies some six miles east, but some urbanization extends along Interstate 10 to within about half of that distance. The city's general plan shows future residential development reaching to within a mile of the east end of the east/west runway. Another population center, the unincorporated community of Nicholls Warm Springs, lies less than a mile southwest of the airport. Primary aircraft flight tracks pass near or sometimes over this community.

Information about the airport environs is summarized in Exhibit BL–8. Planned land uses for the area are illustrated in Exhibit BL–9. Exhibit BL–10 assesses the relationship between the county and city general plans for the area and the criteria indicated in the *Compatibility Plan*.

GENERAL INFORMATION

- *Airport Ownership:* County of Riverside
  - Leased to City of Blythe
- *Year Opened:* 1942
- *Property Size*
  - Fee title: 3,904 acres
  - Avigation easements: 17± acres
- *Airport Classification:* General Aviation
- *Airport Elevation:* 397 feet MSL

AIRPORT PLANNING DOCUMENTS

- *Airport Master Plan*
  - Adopted November 2001
- *Airport Layout Plan Drawing*
  - Adopted November 2001

RUNWAY/TAXIWAY DESIGN

Runway 8-26

- *Critical Aircraft:* Small business jet
- *Airport Reference Code:* B-II
- *Dimensions:* 6,562 ft. long, 150 ft. wide
- *Pavement Strength (main landing gear configuration*)
  - 80,000 lbs (single wheel)
  - 160,000 lbs (dual wheel)
  - 300,000 lbs (dual-tandem wheel)
- *Average Gradient*: 0.03%
- *Runway Lighting*
  - Medium-intensity edge lights (MIRL)
- *Primary Taxiways:* Full-length parallel on south

Runway 17-35

- *Critical Aircraft:* Small business jet
- *Airport Reference Code:* B-II
- *Dimensions:* 5,820 ft. long, 100 ft. wide
- *Pavement Strength (main landing gear configuration)*
  - 52,000 lbs (single wheel)
  - 76,000 lbs (dual wheel)
  - 135,000 lbs (dual-tandem wheel)
- *Average Gradient:* 0.08%
- *Runway Lighting*
  - Medium-intensity edge lights (MIRL)
- *Primary Taxiways:* Partial eastern parallel, south end of runway

TRAFFIC PATTERNS AND APPROACH PROCEDURES

- *Airplane Traffic Patterns*
  - All runways: Left traffic
  - Pattern altitude: 800 ft. AGL
- *Instrument Approach Procedures (best minimums*)
  - Runway 26 VOR/DME or GPS:
  - Straight-in (1 mi. visibility; 366 ft. descent height); approach course aligned 25° right of rwy centerline
    - Circling (1 mi. visibility; 443 ft. descent height)
  - VOR / GPS-A: Circling (1 mi. vis.; 443 ft. descent ht.)
- *Standard Inst. Departure Procedures*: None
- *Visual Approach Aids*
  - Airport: Rotating beacon
  - Runways 17, 26, & 35: VASI (all 3.0˚)
- *Operational Restrictions / Noise Abatement Procedures:*
  - Runway 26: Use wide traffic pattern
  - Runway 35: Use wide pattern; establish final approach 2 n.m. from touchdown
  - Runway 17 Departures: Make climbing left turn
  - Aircraft weighing over 12,500 lbs: Avoid residential area 1.5 n.m. southwest, below 2,000 ft.

APPROACH PROTECTION

- *Runway Protection Zones (RPZ)*
  - Runways 8, 17, & 26: 1,700-ft. long; all on airport
  - Runway 35: 1,700-ft. long; most on airport property; outer 200± ft. within avigation easement
- *Approach Obstacles*
  - Runway 17: Fence 354 ft. from runway end
  - Runway 26: Power plant (1 mile from runway end) produces visual and thermal plume

BUILDING AREA

- *Location:* Southeast quadrant of airport
- *Aircraft Parking Capacity*
  - Hangars: 11 individual units; 1 large conventional
  - Tiedowns: 16
- *Other Major Facilities*
  - Aviation-related: Airline terminal; National Weather Service facility
  - Other: Various federal and county facilities
- *Services*
  - Fuel: Jet A, 100LL (during regular business hours)
  - Other: Flight instruction; aircraft rental; air cargo; air ambulance

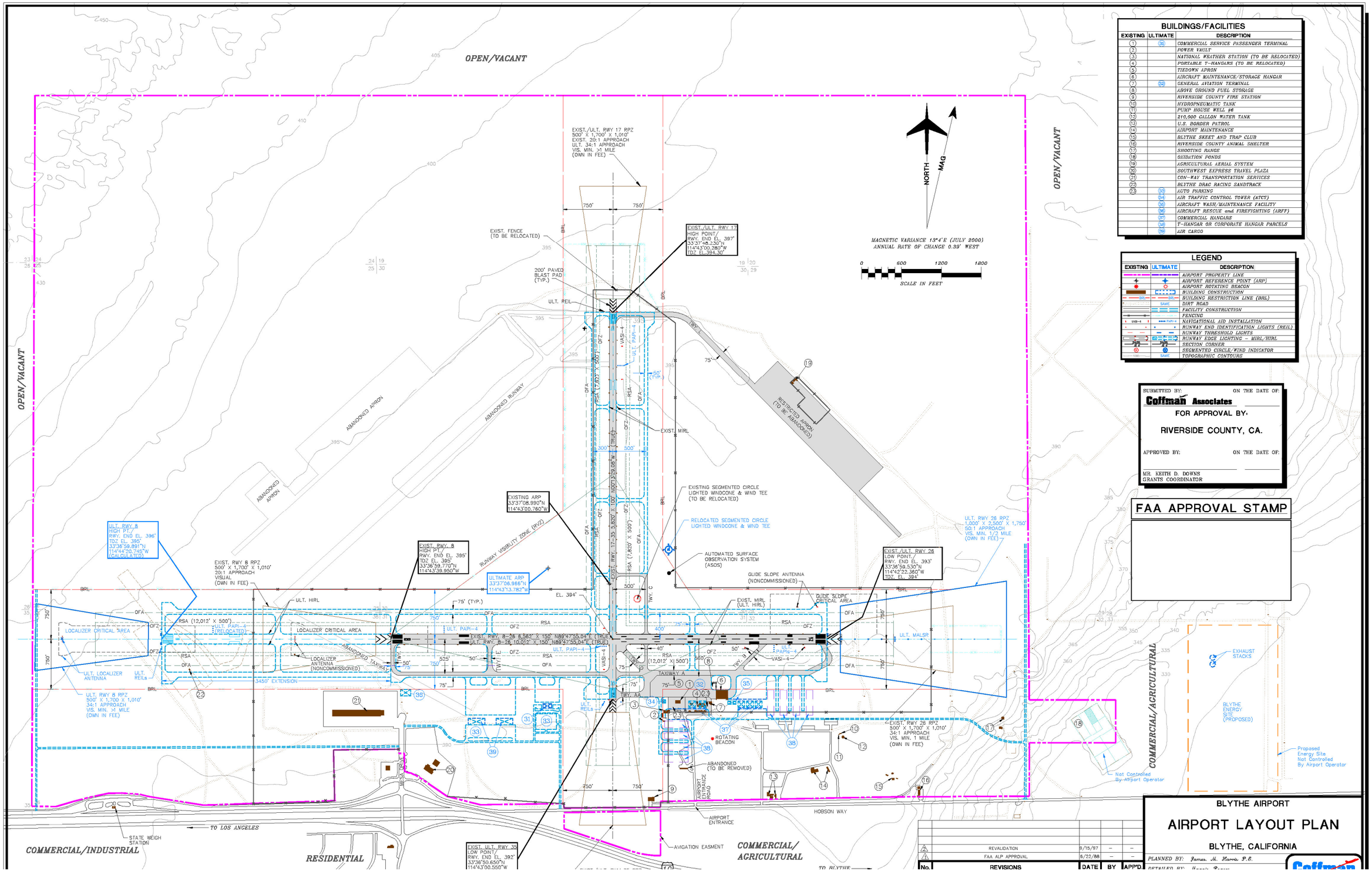
PLANNED FACILITY IMPROVEMENTS

- *Airfield*
  - Extend Runway 8-26 and parallel taxiway 3,450 ft. west to ultimate length of 10,012 ft.
  - Extend Runway 17-35 parallel taxiway to full length
  - No instrument approaches improvements planned
- *Building Area*
  - Provide lease areas for private hangar development
- *Property*
  - No fee acquisition planned

Exhibit BL–1

Airport Features Summary

Blythe Airport



BUILDINGS/FACILITIES

EXISTING	ULTIMATE	DESCRIPTION
(1)	(31)	COMMERCIAL SERVICE PASSENGER TERMINAL
(2)		POWER VAULT
(3)		NATIONAL WEATHER STATION (TO BE RELOCATED)
(4)		PORTABLE T-HANGARS (TO BE RELOCATED)
(5)		TIEDOWN APRON
(6)		AIRCRAFT MAINTENANCE/STORAGE HANGAR
(7)	(32)	GENERAL AVIATION TERMINAL
(8)		ABOVE GROUND FUEL STORAGE
(9)		RIVERSIDE COUNTY FIRE STATION
(10)		HYDROPNEUMATIC TANK
(11)		PUMP HOUSE WELL #6
(12)		210,000 GALLON WATER TANK
(13)		U.S. BORDER PATROL
(14)		AIRPORT MAINTENANCE
(15)		BLYTHE SKEET AND TRAP CLUB
(16)		RIVERSIDE COUNTY ANIMAL SHELTER
(17)		SHOOTING RANGE
(18)		OXIDATION PONDS
(19)		AGRICULTURAL AERIAL SYSTEM
(20)		SOUTHWEST EXPRESS TRAVEL PLAZA
(21)		CON-WAY TRANSPORTATION SERVICES
(22)		BLYTHE DRAG RACING SANDTRACK
(23)	(33)	AUTO PARKING
	(34)	AIR TRAFFIC CONTROL TOWER (ATCT)
	(35)	AIRCRAFT WASH/MAINTENANCE FACILITY
	(36)	AIRCRAFT RESCUE and FIREFIGHTING (ARFF)
	(37)	COMMERCIAL HANGARS
	(38)	T-HANGAR OR CORPORATE HANGAR PARCELS
	(39)	AIR CARGO

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		BUILDING CONSTRUCTION
BRL	BRL	BUILDING RESTRICTION LINE (BRL)
	SAME	DIRT ROAD
		FACILITY CONSTRUCTION
		FENCING
		NAVIGATIONAL AID INSTALLATION
		RUNWAY END IDENTIFICATION LIGHTS (REIL)
		RUNWAY THRESHOLD LIGHTS
		RUNWAY EDGE LIGHTING - MIRL/HIRL
		SECTION CORNER
		SEGMENTED CIRCLE/WIND INDICATOR
	SAME	TOPOGRAPHIC CONTOURS

SUBMITTED BY: Coffman Associates — ON THE DATE OF:

FOR APPROVAL BY:

RIVERSIDE COUNTY, CA.

APPROVED BY: — ON THE DATE OF:

MR. KEITH D. DOWNS
GRANTS COORDINATOR

FAA APPROVAL STAMP

No.	REVISIONS	DATE	BY	APP'D
1	REVALIDATION	8/15/97	–	–
2	FAA ALP APPROVAL	6/22/88	–	–

BLYTHE AIRPORT

AIRPORT LAYOUT PLAN

BLYTHE, CALIFORNIA

PLANNED BY: James M. Harris P.E.

DETAILED BY: Harris Brown

Coffman

Exhibit BL-2

BASED AIRCRAFT

	Current [a] *1999 data*	*Future* [b] *2020*
Aircraft Type		
Single-Engine	11	19
Twin-Engine Piston	4	8
Turboprop	0	1
Turbojet	0	1
Helicopters	0	0
Total	*15*	*29*

AIRCRAFT OPERATIONS

	Current [a] *1999 data*	*Future* [b] *2020*	*Ultimate* [c]
Total			
Annual	24,650	58,100 [d]	230,000
Average Day	68	159	630
Distribution by Aircraft Type			
Single-Engine	85%	82%	83%
Twin-Engine Piston	11%	11%	9%
Twin-Engine, Turboprop	2%	3%	4%
Business Jet	2%	3%	2%
Transport Jet [e]	0%	0%	1%
Helicopter	1%	1%	1%
Distribution by Type of Operation			
Local (incl. touch-and-goes)	50%	38%	no data available
Itinerant	50%	62%	

TIME OF DAY DISTRIBUTION

	Current [a]	*Future* [b] *& Ultimate*
Piston-Engine, Local		
Day	88%	no
Evening	10%	change
Night	2%	
All Aircraft, Itinerant		
Day	85%	no
Evening	10%	change
Night	5%	

RUNWAY USE DISTRIBUTION

	Current [a]	*Future* [b] *& Ultimate*
Piston-Engine – Day/Evening/Night		
Takeoffs & Landings		
Runway 8	5%	no
Runway 26	50%	change
Runway 17	30%	
Runway 35	15%	
Turboprops – Day/Evening/Night		
Takeoffs & Landings		
Runway 8	5%	no
Runway 26	75%	change
Runway 17	10%	
Runway 35	10%	
Business Jets – Day/Evening/Night		
Takeoffs & Landings		
Runway 8	5%	no
Runway 26	85%	change
Runway 17	5%	
Runway 35	5%	

FLIGHT TRACK USAGE

No data available

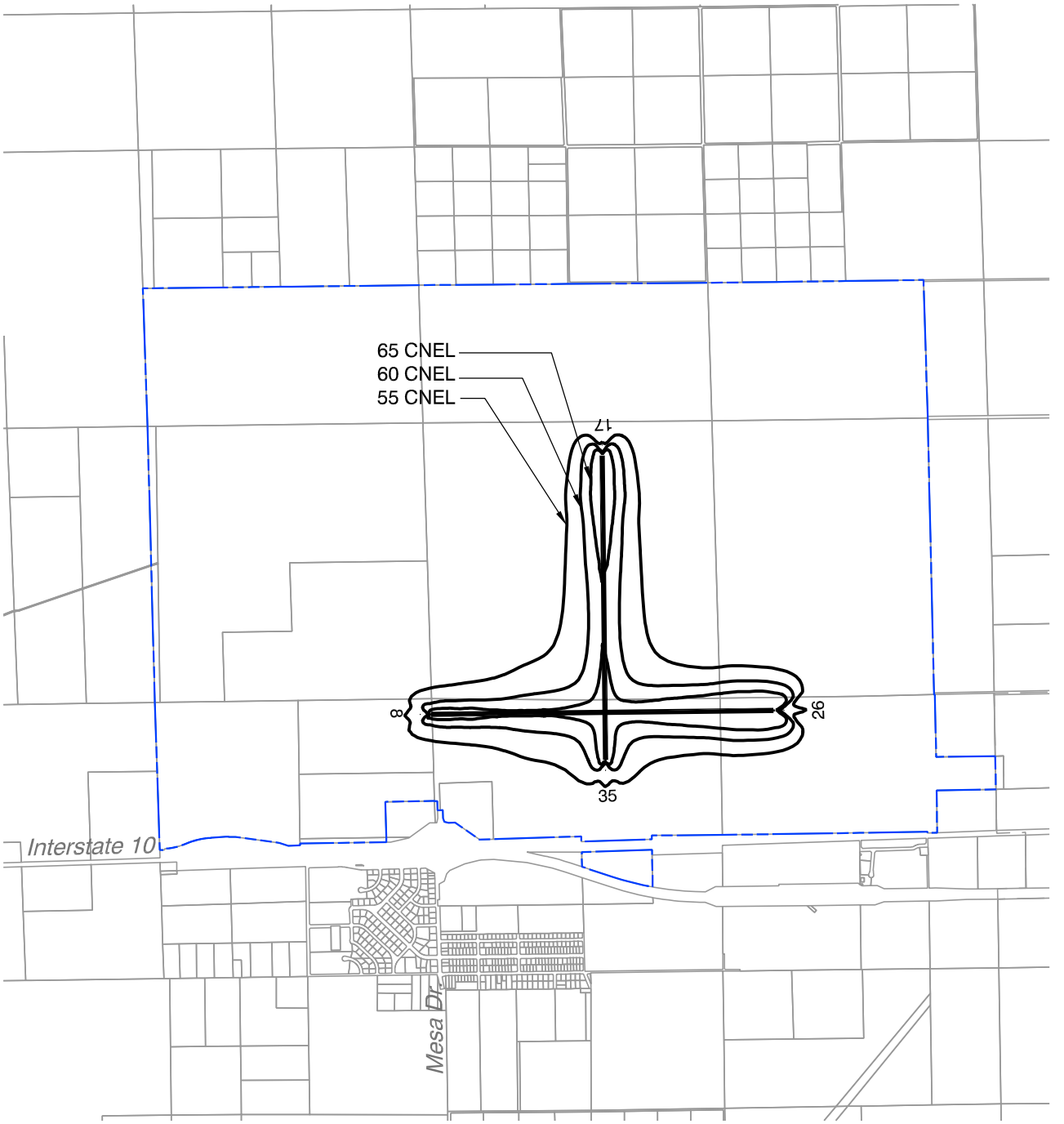
Notes

[a] Source: 2001 Airport Master Plan estimates
[b] Source: 2001 Airport Master Plan forecast
[c] Source: 2001 Airport Master Plan runway capacity forecast
[d] Source: 2001 Airport Master Plan forecast plus 2,200 airline operations
[e] Includes B-727-huskit, A-300, and B-747-400

Exhibit BL–3

Airport Activity Data Summary

Blythe Airport



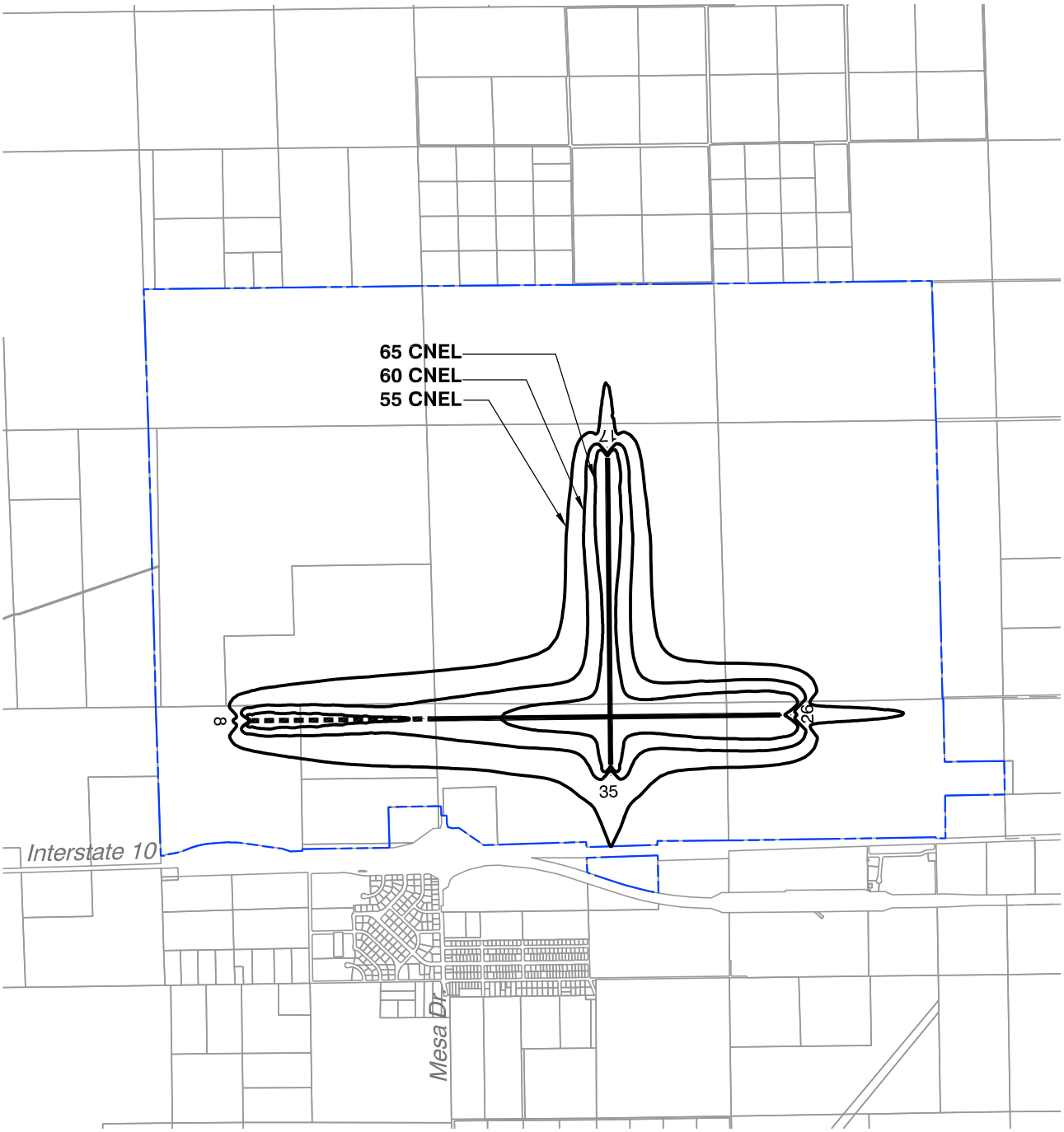
BLH–noise–compatibility

Source: Blythe Airport Master Plan (November 2001)

Exhibit BL-4

Existing Noise Impacts

Blythe Airport



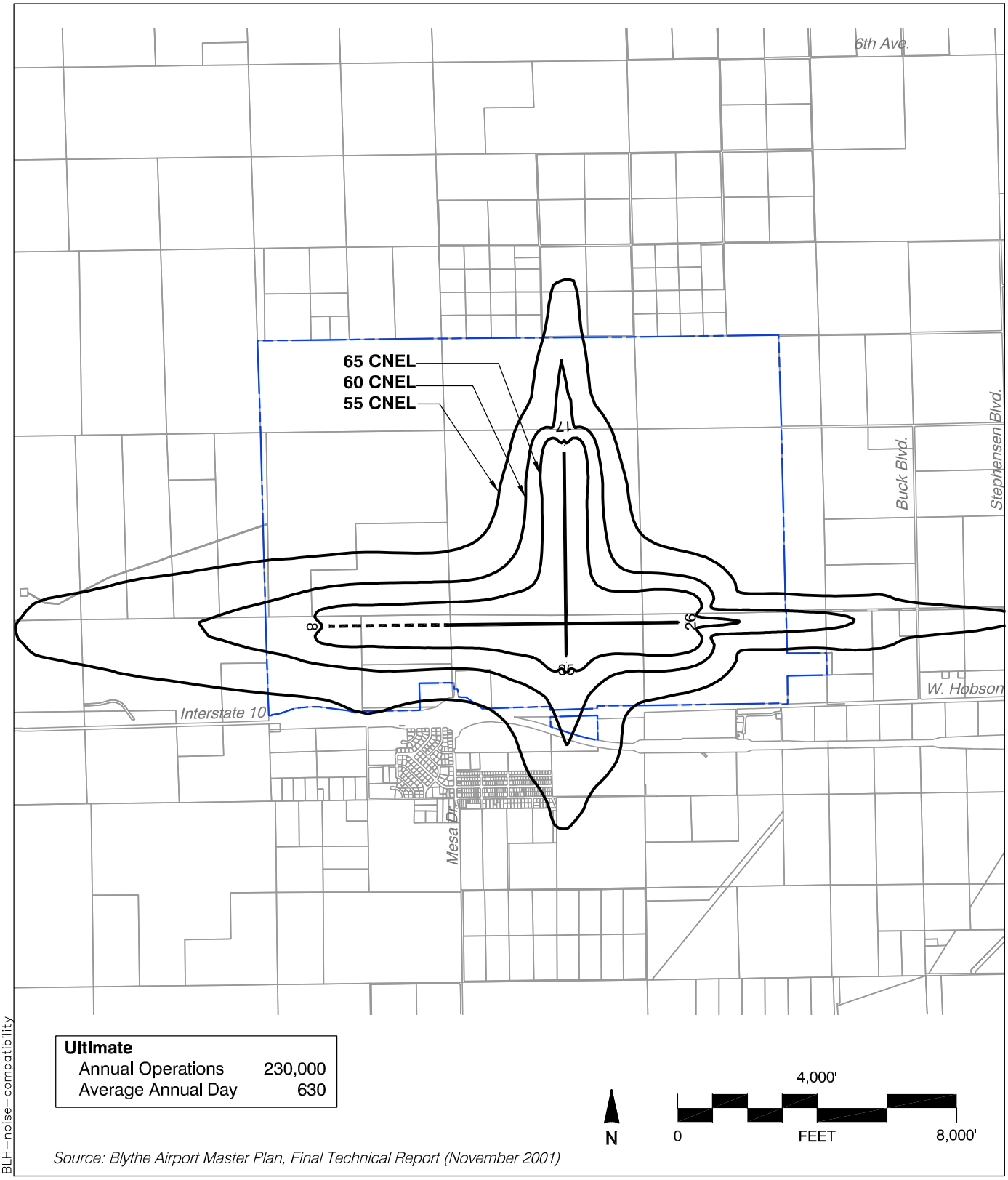
BLH–noise–compatibility

Source: Coffman Associates (December 2002)

Exhibit BL-5

Future Noise Impacts

Blythe Airport



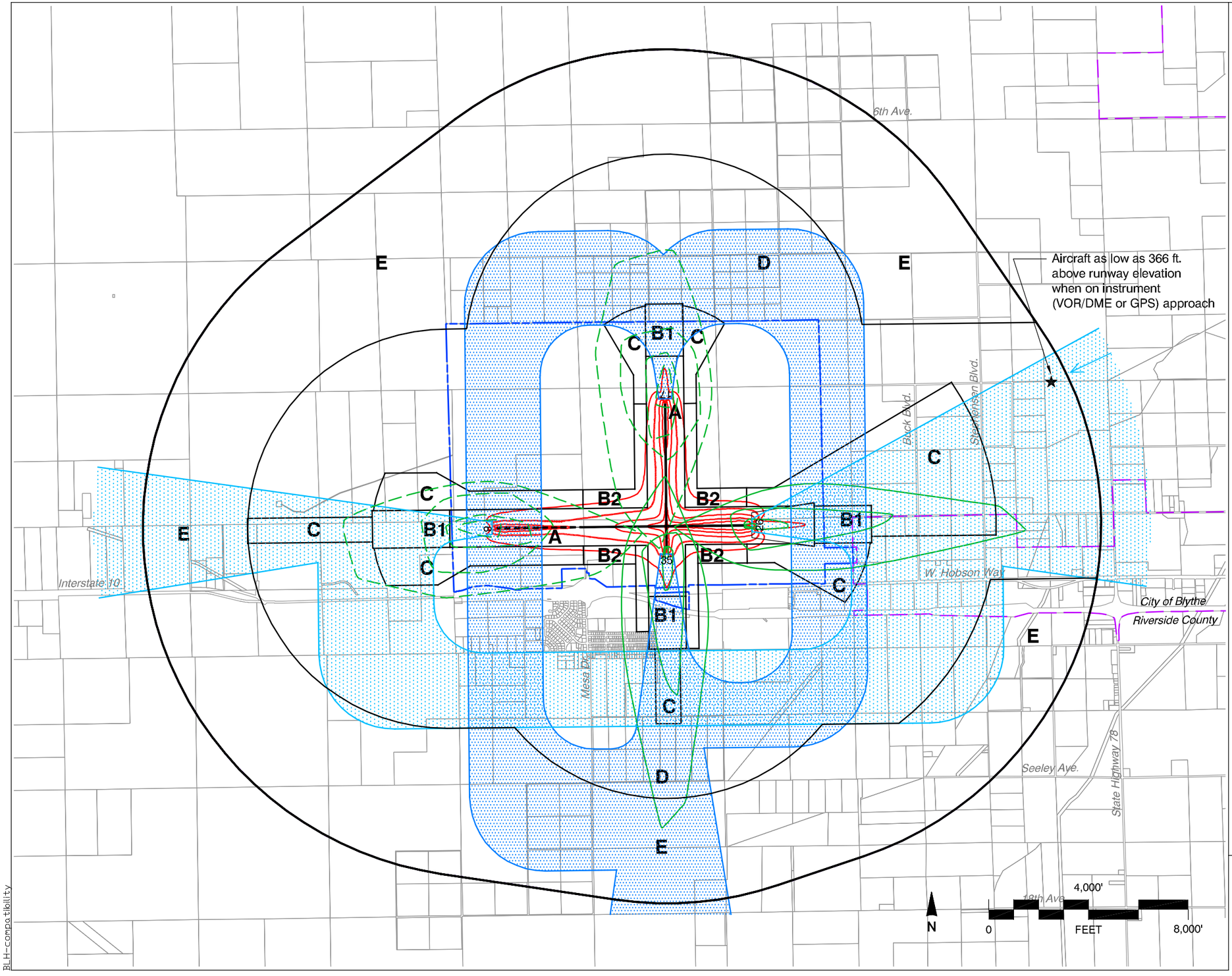
BLH–noise–compatibility

Source: Blythe Airport Master Plan, Final Technical Report (November 2001)

Exhibit BL-6

Ultimate Noise Impacts

Blythe Airport



Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

Noise and Overflight Compatibility Factors

- 70 dB CNEL
- 65 dB CNEL
- 60 dB CNEL
- 55 dB CNEL
- General Traffic Pattern Envelope (approximately 80% of aircraft overflights estimated to occur within these limits)

Safety and Airspace Compatibility Factors

- Aircraft Departure Accident Risk Intensity Contours * (Shown only for Takeoffs to the West and North)
- Aircraft Approach Accident Risk Intensity Contours * (Shown only for Landings from the East and South)
- FAR Part 77 Conical Surface Limits (same as influence area)

No Terrain Penetration of FAR Part 77 Surfaces

Boundary Lines

- Airport Property Line
- City Limits

* Aircraft accident risk intensity contours are derived from nationwide accident location data in California Division of Aeronautics database. The contours show relative intensities (highest concentrations) of near-airport accidents in 20% increments. The contour shapes represent a wide range of general aviation airports and have not been modified to reflect the flight tracks for this airport.

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
East County Airports Background Data

(October 2004)

Exhibit BL-7

Compatibility Factors Map

Blythe Airport

BLH-compatibility

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AIRPORT SITE

- *Location*
  - Eastern Riverside County
  - 6 miles west of Blythe city center
- *Nearby Terrain*
  - Relatively flat terrain nearby

AIRPORT ENVIRONS LAND USE JURISDICTIONS

- *County of Riverside*
  - Entire airport within unincorporated area
- *City of Blythe*
  - Current city limits border east airport property

STATUS OF COMMUNITY PLANS

- *Riverside County*
  - General Plan, a portion of Riverside County Integrated Project, adopted by Board of Supervisors Oct. 2003
- *City of Blythe*
  - General Plan adopted 1989
  - Adoption of updated plan anticipated in late 2005

EXISTING AIRPORT AREA LAND USES

- *General Character*
  - Interstate 10 located south of airport property
  - Primarily surrounded by agricultural uses and open space to the north, east, and west; residential development south of airport
  - Power plant located east of the airport
- *Runway Approaches*
  - West (Runway 8): Agriculture and open desert lands; Blythe Drag Racing Sandtrack (approx. 0.6 mile from runway end)
  - East (Runway 26): Agriculture, open desert lands; power plant (1 mile from runway end)
  - North (Runway 17): Agriculture and open desert lands
  - South (Runway 35): Residential uses (0.7 mile from runway end); open desert lands beyond
- *Traffic Patterns*
  - Mostly agriculture and open desert lands except as noted above

PLANNED AIRPORT AREA LAND USES

- *Riverside County*
  - Agriculture; no planned development currently identified for nearby areas
- *City of Blythe*
  - Agriculture and industrial uses planned for areas east of airport property

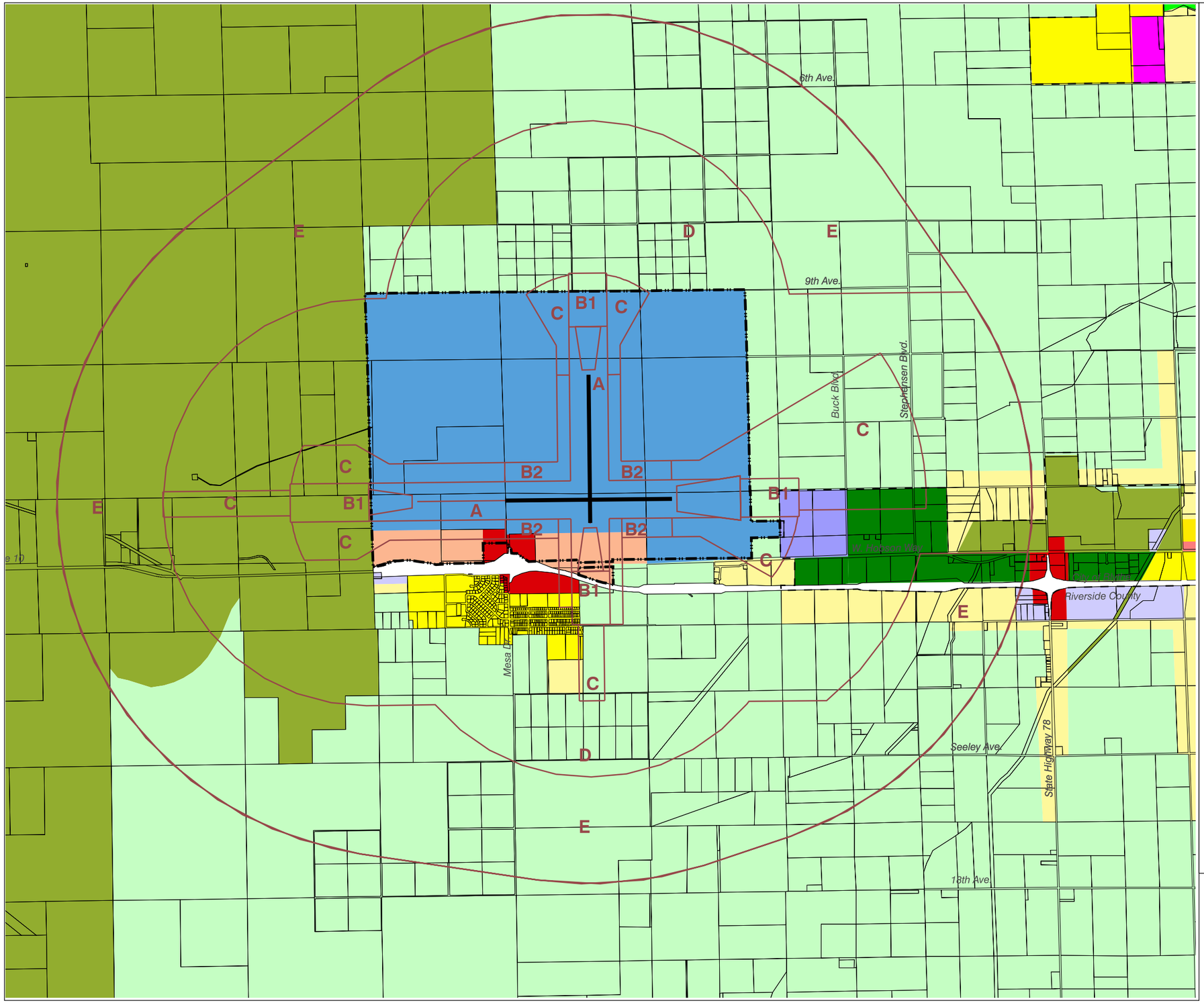
ESTABLISHED AIRPORT COMPATIBILITY MEASURES

- *Riverside County General Plan*
  - Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports' 60 dB CNEL contour as defined by ALUC (Policy N 7.4)
  - Safety compatibility zones and criteria from previous compatibility plan incorporated into General Plan
  - Review all proposed projects and require consistency with any applicable compatibility plan (LU 14.2)
  - Submit proposed actions and projects to ALUC as required by state law (Policy LU 1.9); other actions may be submitted on voluntary and advisory basis (LU 14.8)
- *City of Blythe General Plan*
  - No reference to airport land use compatibility issues
- *City of Blythe Zoning Codes*
  - No airport-related height limit zoning

Exhibit BL–8

Airport Environs Information

Blythe Airport



Legend

- City Limits
- Airport Property Line
- Runway
- Compatibility Zones
- Very-High-Density Residential (>20 du/ac)
- High-Density Residential (14.1-20 du/ac)
- Medium-High-Density Residential (8.1-14.0 du/ac)
- Medium-Density Residential (5.1-8.0 du/ac)
- Low-Density Residential (2.1-5.0 du/ac)
- Very-Low-Density Residential (0.4-2.0 du/ac)
- Mobile Home Park
- High-Intensity Commercial/Office
- Low-Intensity Commercial /Office
- Office/Business Park
- Heavy Industrial
- Light Industrial/Warehousing
- Mixed Use
- Airport
- School
- Other Public/Institutional
- Parks & Recreation
- Rural Residential
- Agriculture
- Urban Reserve
- Open Space/Conservation
- Federal Lands
- State Lands
- Indian Lands
- Unclassified

Note:
This map is combined and simplified from the maps in the following sources.

Riverside County General Plan (October 2003)
City of Blythe General Plan (1989 Draft)

4000 0 4000 Feet

N

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibilty Plan
East County Airports Background Data

(October 2004)

Exhibit BL-9

General Plan Land Use Designations

Blythe Municipal Airport Environs

COUNTY OF RIVERSIDE:
GENERAL PLAN (2003) AND PALO VERDE AREA PLAN

Residential Land Use

- *Compatibility Zone A*
  - No inconsistencies noted
- *Compatibility Zone B1*
  - Medium-Density Residential designation (2.1 to 5.0 dwelling units/acre) south of airport [R1] exceeds *Zone B1* compatibility criteria
- *Compatibility Zone C*
  - Estate-Density, Very-Low Density, and Low-Density Residential (0.4 to 2.0 dwelling units/acre) designations (south and east of airport) and Medium-Density Residential (2.1 to 5.0 dwelling units/acre) designation (south of airport) exceeds *Zone C* compatibility criteria [R2]
- *Compatibility Zone D*
  - Estate-Density, Very-Low Density, and Low-Density Residential (0.4 to 2.0 dwelling units/acre) designations and Medium-Density Residential (2.1 to 5.0 dwelling units/acre) designation south, southwest and east of the airport potentially conflict with the high-and-low options for *Zone D* [R3]
- *Compatibility Zone E*
  - No inconsistencies noted

Other Policies

- *General Plan*
  - Acknowledgement of ALUC policies–no conflict
  - Established ALUC 60 dB CNEL noise contour policy for new residential development–no conflict
- *Zoning Codes*
  - No height limit zoning established

Non-Residential Land Use

- *Compatibility Zone B1*
  - Potential Conflict: *Zone B1* intensity limits (25 people/acre) apply to areas designated as Low-Intensity Commercial/Office and Office/Business Park south of airport [R4]
- *Compatibility Zone B2*
  - Potential Conflict: *Zone B2* intensity limits (100 people/acre) apply to areas designated as Low-Intensity Commercial/Office and Office/Business Park south of airport [R5]
- *Compatibility Zone C*
  - Potential Conflict: *Zone C* intensity limits (75 people/acre) apply to areas designated as Low-Intensity Commercial/Office and Office/Business Park south of the airport [R6]
- *Compatibility Zone D*
  - Potential Conflict: *Zone D* intensity limits (100 people/acre) apply to areas designated as Light Industrial/Warehousing, Low-Intensity Commercial/Office, and Office/Business Park south of airport [R7]

Note: This is an initial land use consistency review prepared for the purpose of identifying areas where a conflict exists or potentially exists with ALUC compatibility zone criteria. This review is based upon available general plan documents and does not take into account existing land use. When a conflict between the general plan and compatibility criteria exists, it is not deemed inconsistent when the general plan is merely representing existing development. A more comprehensive analysis is necessary at the time a general plan land modification is presented to the ALUC for review.

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Exhibit BL–10

General Plan Consistency Review (Preliminary)

Blythe Airport Environs

CITY OF BLYTHE:
GENERAL PLAN (1989-DRAFT), AND ZONING CODES

Non-Residential Land Use

- *Compatibility Zone B1*
  - Potential Conflict: *Zone B1* intensity limits (25 people/acre) apply to area designated as Heavy Industrial east of airport [B2]
- *Compatibility Zone C*
  - Potential Conflict: *Zone C* intensity limits (75 people/acre) apply to area designated as Heavy Industrial east of airport [B1]
- *Compatibility Zone D*
  - Potential Conflict: *Zone D* intensity limits (100 people/acre) apply to area designated as Heavy Industrial east of airport [B2]

Other Policies

- *General Plan*
  - No acknowledgment of ALUC coordination
  - Noise contours for new residential development not established
- Zoning Codes
  - Height limit zoning not established

Note: This is an initial land use consistency review prepared for the purpose of identifying areas where a conflict exists or potentially exists with ALUC compatibility zone criteria. This review is based upon available general plan documents and does not take into account existing land use. When a conflict between the general plan and compatibility criteria exists, it is not deemed inconsistent when the general plan is merely representing existing development. A more comprehensive analysis is necessary at the time a general plan land modification is presented to the ALUC for review.

Exhibit BL–10, continued

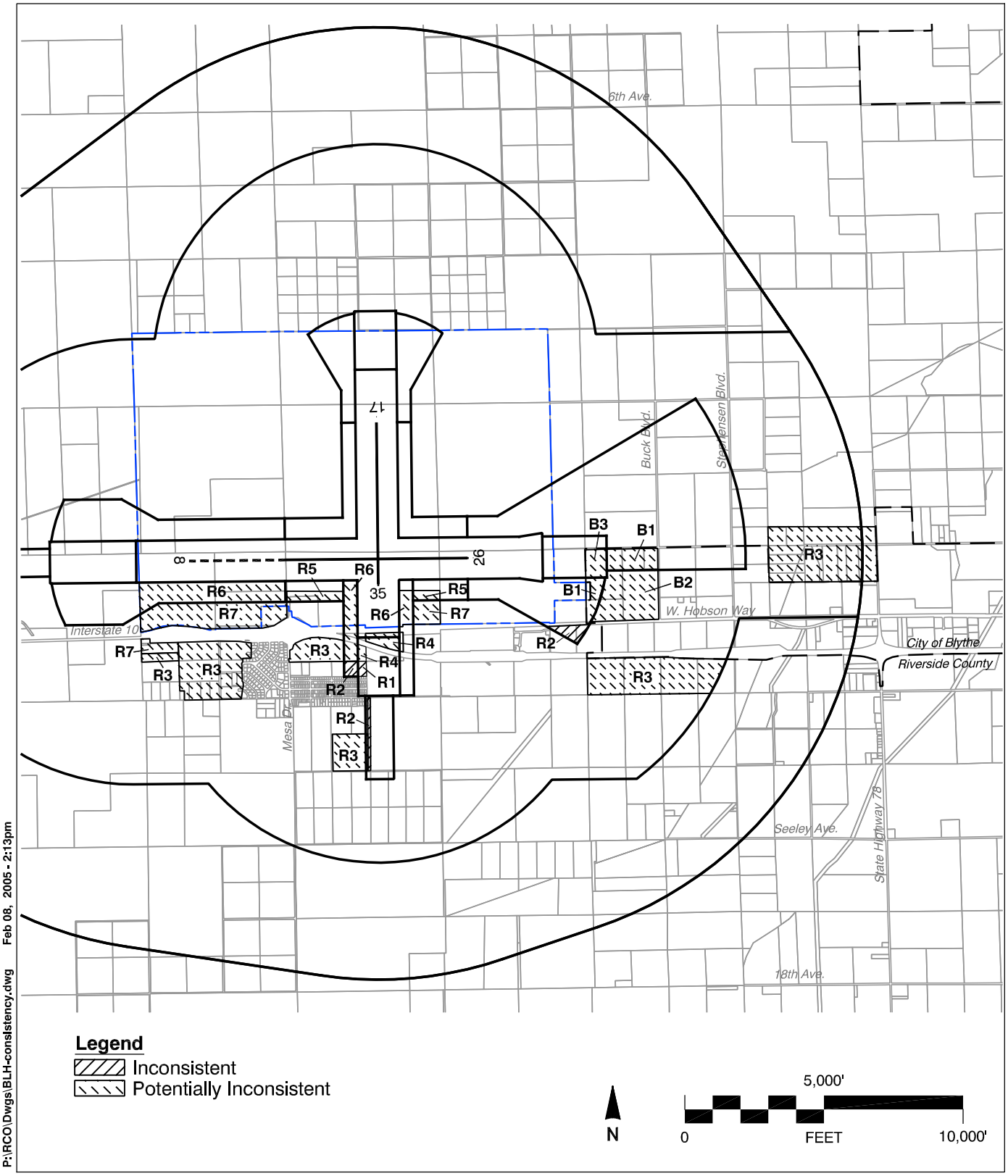

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Exhibit BL-10, continued